WORST STORM THE CITY THEHAS EVER KNOWN.

BUSINESS AND TRAVEL COMPLETELY SUSPENDED.

NEW-YORK HELPLESS IN A TORNADO OF WIND AND SNOW WHICH PARALYZED ALL INDUSTRY, ISOLATED THE CITY FROM THE REST OF THE COUNTRY, CAUSED MANY ACCIDENTS AND GREAT DISCOMFORT, AND EXPOSED IT TO MANY DANGERS.

The storm of wind and rain, which began Ho sweep over this city and the neighborhood on Sunday evening, gathered force as the night progressed. The temperature began to fall, isleet and snow descended in succession and the wind became bossterous. Before daylight dawned yesterday a remarkable storm, the annoying and detrimental in its most iresults that the city has ever witnessed, was in full progress. When the people began to atir to go about their daily tasks and vocations they found that a blizzard, just like those they have been accustomed to read about as occurring in the far West, had struck the city and its environs and had laid an embargo on the travel and traffic of the greatest city on the continent.

What the presence of a blizzard meant was goon manifest. Before the day had well advanced, every horse car and elevated railroad train in this city had stopped running; the almost impassable to men streats were reason of the huge horses рy or snow; the electric drifting ÐÍ masses wires-telegraph and telephone-connecting spots in this city or opening communication with places outside were nearly all broken; hardly a train was sent out from the city or came into it during the entire day; the mails were stopped, and every variety of business de-

pendent on motion or locomotion was stopped. Thus the city, to a great extent, was at a standstill yesterday, and the prospects are not much better for to-day. Peor'e vexed at the collapse of all the principal means of intercommunication and transportation became reflect Ive, and the result was a general expression of opinion that an immediate and radical improvement was imperative. So the blizzard may accomplish what months, if not years, of argument and agitation might have failed to do Probably if it had not been for the blizzard the people of this city might have gone on for ar Indefinite time enduring the nuisance of electric wires dangling from polar; of slow trains run ning on trestlework, and slower cars draws by horses and making the streets dangerou with their centre-bearing rails. Now, two thing are tolerably certain—that a system of a real ly rapid transit which cannot be made inoper Rtive by storms must be straightway devise and as appendily as possible constructed, and tha all the electric wires--telegraph, telephone, fir alarms, and illuminating-must be put unde ground without any delay.

The elevated roads and the elevated electri wires are not only made useless by a seven storm, but they are made dangerous. The cit is liable to be put into darkness and the cons quent perils. There is also the danger of co flagrations through the failure of the fire alar wires.

To the great majority of municipal and su urban New-Yorkers the great blizzard was surprise party of the worst kied. It began so after midnight, and those who work newspapers - editors, compo reporters, itors, pressmen, as well as the news ve dors-went home between 2 and 4 o'clock ye terday morning realizing that an unusu tempest had begun. So did the marketmen a milkmen when they turned out for their matu nal labors. The milkmen, in fact, were in ma cases unable to get any milk at the stations account of the non-arrival of the train the news vendors aid not leave t papers at the houses, morning the bakers failed to come round with the moing rolls. Thackeray says that it is the sm ills of life that worry the most, and probal thousands of New Yorkers yesterday mornin good, steady, churchgoing heads of famil -when they had to get through th breakfasts without their favorits newspar their hot buttered rolls, and their fragrant (fee enriched with the boiling milk, began seriously question whether life was worth? ing after all, with all those trials and tribi tions to undergo. The other comic journals have made lots

fun over the woes of New-Jerseymen and ot suburban residents on account of their morn journeys to the city. Yesterday, on the wh the Jerseymen, the Staten Islanders, and s Brooklynites as use the ferries had the best it. It was the New-Yorkers themselves were in trouble, and they began to realize its tent the moment they left their homes.

As early as 7 o'clock the snow had got a g deal too deep for stout men to travel in ease, and the rapidity with which it grew we was simply marvelous. The wind seemed have a rotatory motion as well as a rible, direct propelling It force. a power of slinging the snow doorways and packing it up against the do of sifting it through window frames, of p. it up in high drifts at street corners, of twii it into hard mounds around elevated rail stations, such as most New-Yorkers had n seen before. For the first time in their they knew what a Western blizzard was.

Not that the wind was at all content such doings. They were merely its pla tricks. Its spite was shown in driving sho of sleet and icy shot into one's face that s worse than the stings of the modest nets. If the hapless pedestrian tried t cape by turning his face away, the thing he knew an extra gust took him, wh him around like a tectotum, and, giving h dose of sleet that blinded him and gene used him up so that he didn't know anyt left him to his fate for the nonce utterly completely discouraged.

Lots of respectable citizens, who had t tofore rather hugged the flattering delusi their souls that it took a pretty good m handle them, came to the conclusion before had got many rods from their houses, home was a mighty comfortable place, and Payne bit the nail on the head when he "Home, Sweet Heme." Having come to conclusion they turned round, and in a minutes found that it was true. Their 1 of husiness did not see them yeste These prudent men had a fine chance to g quainted with their families. The schools d keep, and Young America, boys and girls,

unable to get out of doors, made things as and interesting indoors as their great ab permitted them to do.

Notwithstanding the stay-at-homes out

was sufficiently lively. Some thousands o

women, boys, and girls could not conveniently keep away from their vocations, and most of these tried to get to their destinations by the elevated trains. They didn't do it to any great extent, but as New-Yorkers are apt to do, they got a good deal of fun out of their discomforts. Nobody who participated in any of the itinerant scenes of yesterday can deny that New-Yorkers are the natured people in the world. To state it generally, all the transportation lines in the city ceased operations by 9 o'clock in the morning. Most of them were of no use after 7 o'clock. Trains started from Harlem crowded with people-becoming jammed with people as they advanced-who were in a hurry to get to their work. Slowly and more slowly they ran, and at last the doleful information came that they could go no further. Yet there was little or no profanity even among the men. Stories were told, jokes were cracked, and jovial good-fellowship prevailed. Nobody put on any airs. The aristocratic banker and merchant was "hale fellow well met" with the artisan, helpful to the shopgirl, and kind to the inevitable old lady whom even the blizzard couldn't keep at home.

Probably the average time which a citizen occupied yesterday morning in getting from his home anywhere above Twenty-third-street to his place of business down town was three hours. About half of the distance was made in the elevated trains and the rest on foot. The walking was the quicker of the two, and perhaps a trifle less dangerous, though tripping over electric wires, dodging falling signs and glass, and involuntarily tumbling around in ways which Barnum's most skilled gymnasts could vainly hope to equal, were not altogether consonant with bodily safety. Where the elevated trains were stalled between stations, novel ways of escaping were occasionally devised. For one train, stuck in front of the repair shop of the Fire Department on West Third-street, the shop hands rigged a temporary platform from the windows to which ladders extended, and by that means the passengers were enabled to reach the street.

It is due to the elevated roads to say that they ran longer than the street railroads, and it is due to the street railroads to say that they did better than the cable roads, not that that is saying a great deal, for the cable roads did not run at all. There was no effort made to move the cars. The ice and snow frozen over the tracks made it simply impossible for the grips to reach the cables, so there was no use in trying. In adopting this course their managers have one advantage over the horse car folk. Their cars are in their houses ready for use when they But the horse cars are can be used. scattered over the city, standing around drivers wherever their promiscuously and conductors deserted them. There was an abandon, so to speak, in the manner of doing this that was really delicious. Whenever these public servants made up their minds that it was not expedient to continue the performance of their duties any longer, they simply unhitched mounted them, and rode horses, The passengers disembarked at their leisure, and pursued their winding way on foot. The truckmen and even the drivers of express wagons followed the same course. All over town deserted trucks and wagons are to be seen. The fact was the cutting wind and the stinging sleet were unendurable, and men grew desperate and thought only of finding a warm spot. · It's an ill wind that blows good to nobody,

and even a blizzard threw money into some pockets, particularly those of the cabmen. Those gentry reaped a harvest. Gentlemen who could afford to pay for a little speed-not much, not nearly so much as they expected after Jehu had got them into his power-hired cabs and hacks, and were driven to their offices. The usual fare was \$25 from the Hoffman House (or any nearer place) to the region south of Canalstreet. It is a most incredible story, but it was currently reported that in more than one instance liverymen refused even these extortionate fares, saying that the lives of their drivers were worth more than money. There is no instance of a cabman himself refusing. Of course the effect of the storm upon the

transaction of business was paralyzing. Yesterday had been selected by several of the great dry goods stores for their "Spring openings." It is needless to say that the "openings" were unavoidably postponed. In fact, most cf the stores where many clerks are employed were short-handed, or would have been, if there had been anything to do. Those that employ saleswomen were nearly destitute of help. Factories also did very little business through lack of operatives. As far as money making was concerned, about every place in the city might just as well have been, shut up yesterday, as open, except the hotels, the restaurants, and the liquor saloons. They were well patronized. The down-town hotels especially were crowded last night. There was not a vacant room in the Astor House, French's, the Metropolitaa, or Earle's. Many of the suburban residents who reached the city with compara tive ease by means of the ferries made up. their minds to "let well enough alone," now that they were here, and to make sure of being in hand for business this morning. They made the hotels lively last evening, and caused the hearts of the landlords to beat with joy. These suburban visitors were mostly 'Jerseymen and others, who could have reached here by the ferry. Very few persons were brought here by the trains, probably fewer than have ever come to New-York in any day since railroad trains began to run.

While the actual loss of life yesterday was small, the accidents of a more serious nature were numerous, and people overcome, either by the wind and sleet, or by over-exertion, were continually being taken into shops for restoration. Probably all the serious after effects of the storm upon persons will never be known. Doubtless hundreds of lives in this city were shortened without any remarkable signs of injury. It will be not easy to estimate the pecuniary losses on account of the blizzard. The total stoppage of business on the Exchanges means the loss of many thousands of dollars. The cessation of manufactures means the loss of many thou-So does the stoppage of sands more. transportation by sea and land. How many laboring men will miss their expected day's wages no one can accurately tell. But lots of poor families will have to scrimp and save even a little more closely than usual on that account alone. And the actual damage to property must run into the hundreds of thousands.

Empty theatres, deserted and dark streets, howling winds, and general desolation marked New-York after sundown. Most of those whom the unkindness of fate had allowed to reach down town in the morning managed to get home during the afternoon, or to find other quarters for the night. It was well they did; for anything more cheerless than the streets cannot well be conceived. The electric lights were nearly all ont, and locomotion

was perilous. In looking back at the events of yesterday the most amazing thing to the residents of this great city must be the ease with which the elements were able to overcome the boasted triumph of civilization, particularly in those respects which philosophers and statesmen have contended permanently marked our civilization and distinguished it from the civilization of the old world-our superior means of intercommunication. Before the fury of the great blizzard they all went down, whether propelled by steam or electricity. The elevated trains became useless; so did the telegraph wires, the telephone wires, the wires for conveying the electric lights, the wires for giving the alarms of fire. And, worse than useless, they became dangerous.

It is hard to believe in this last quarter of the nineteenth century that for even one day New-

York could be so completely isolated from the rest of the world as if Manhattan Island was in the middle of the South Sea.

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